

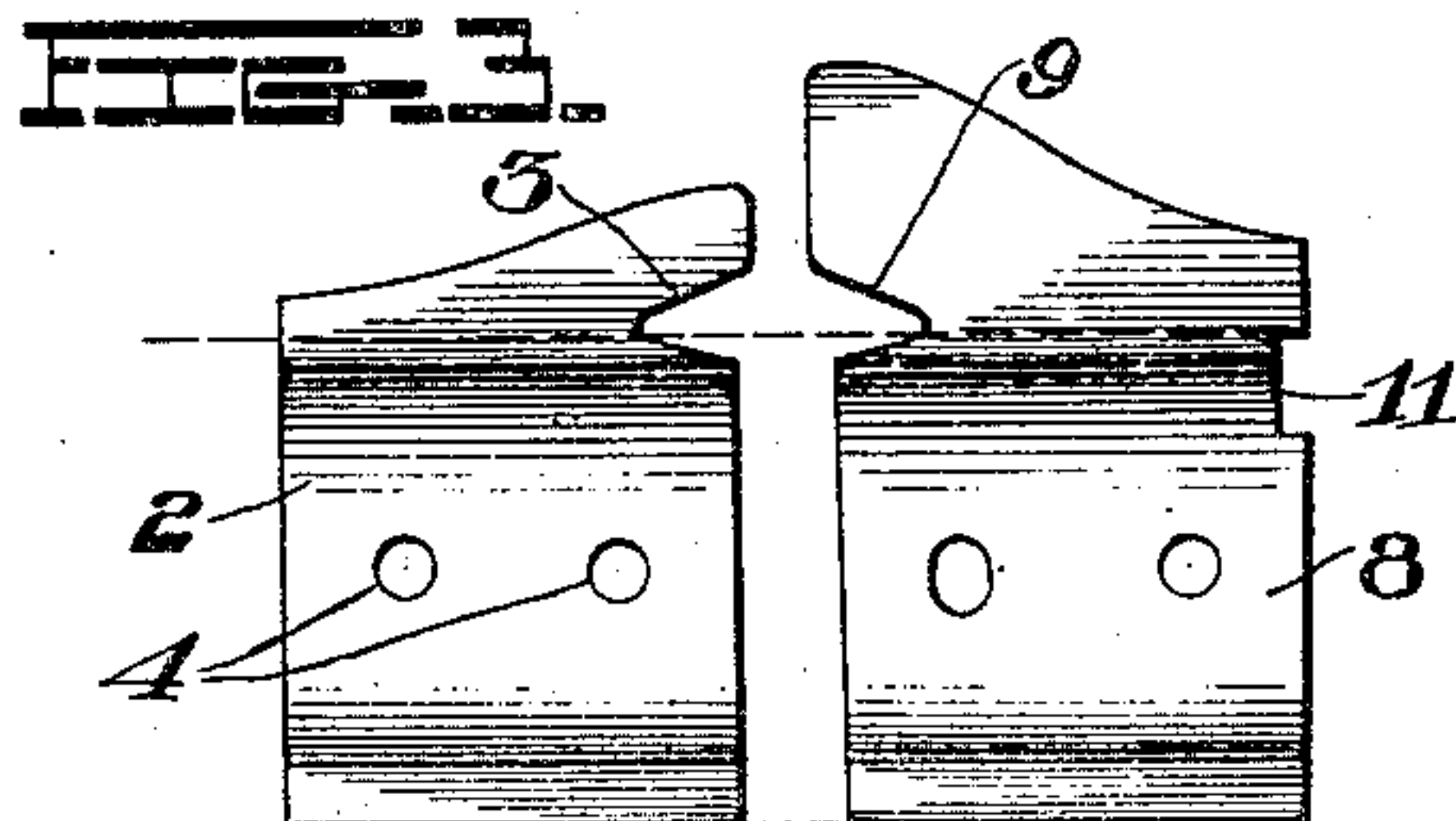
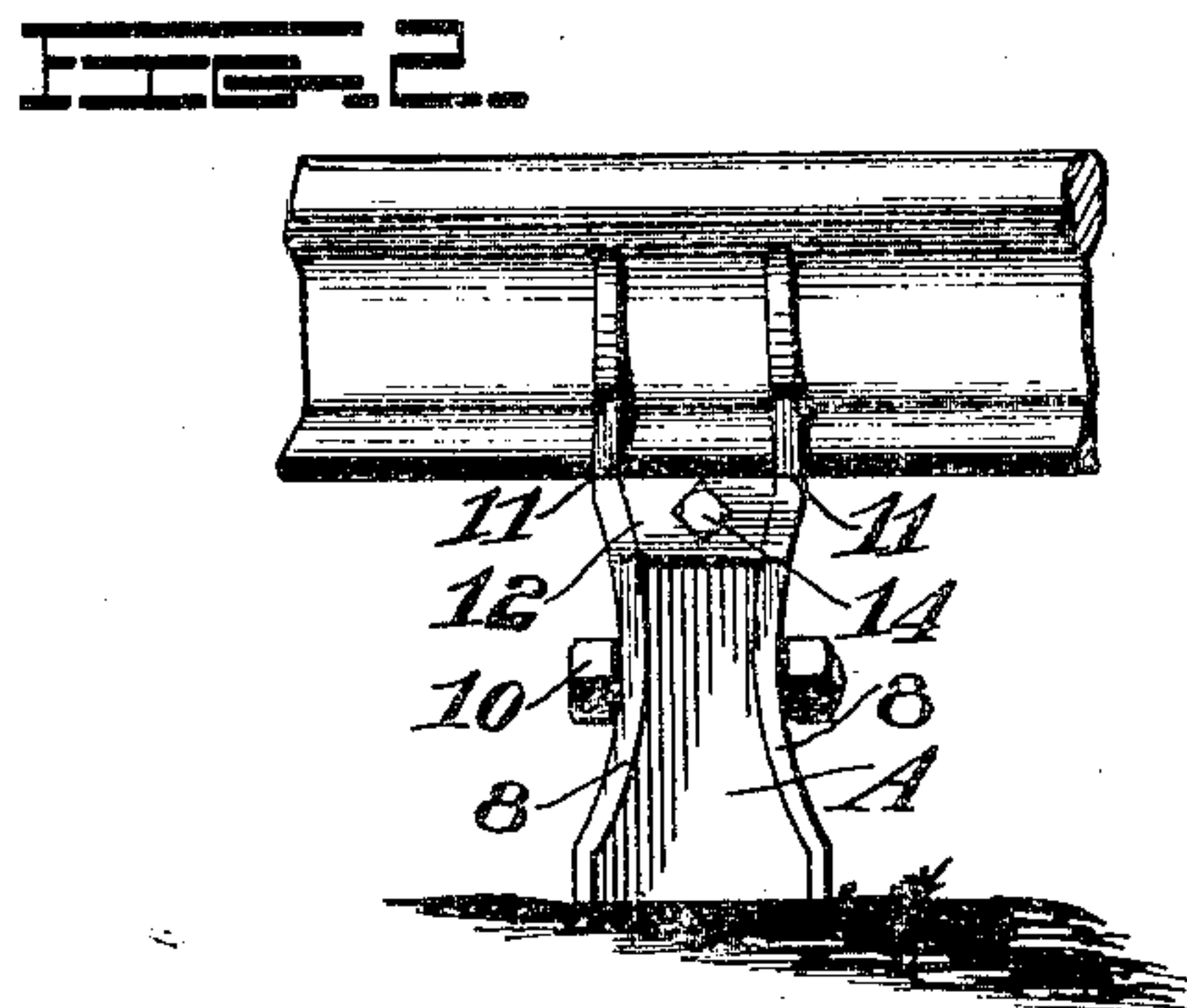
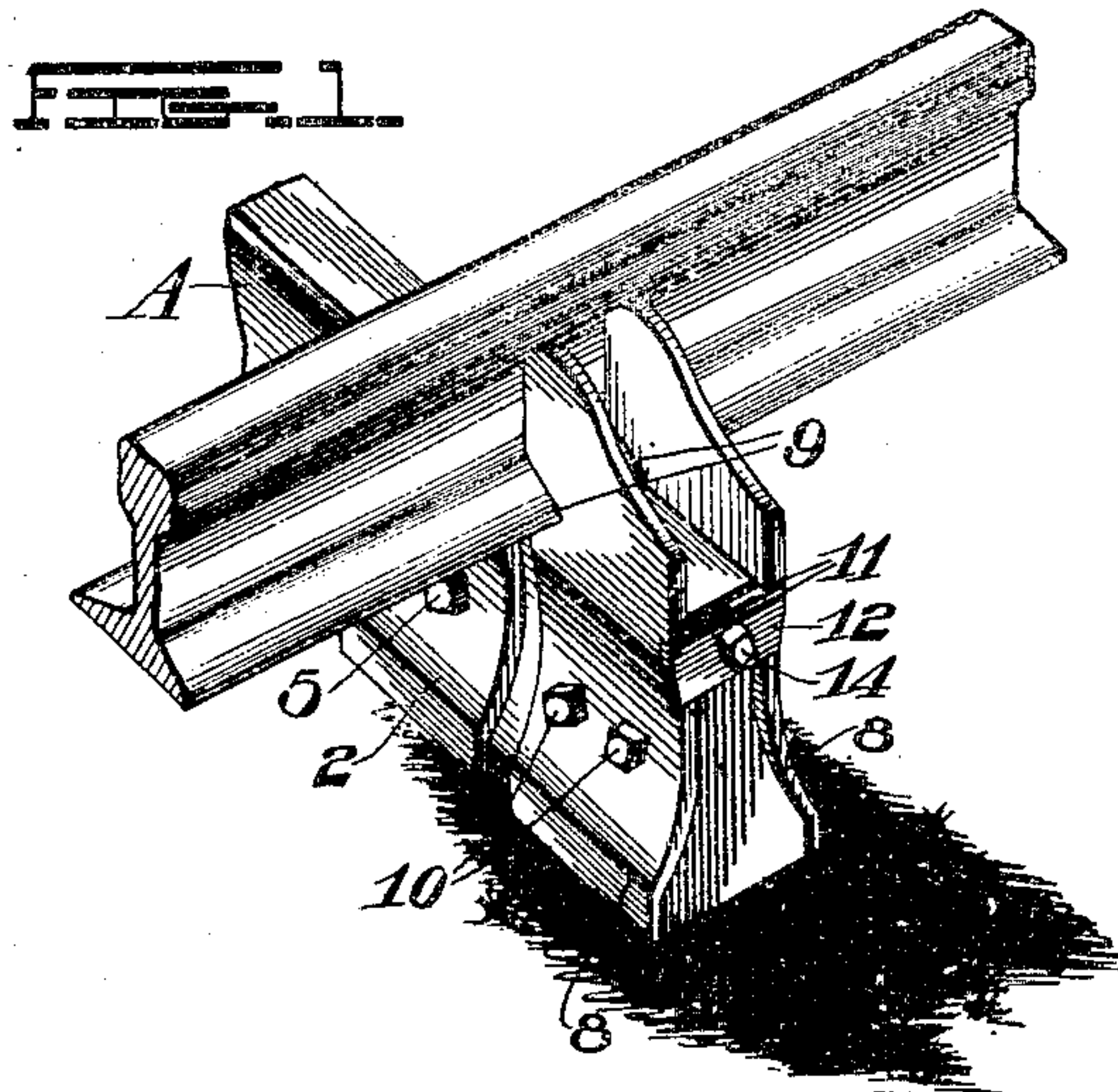
No. 895,893.

PATENTED AUG. 11, 1908.

P. REESER.

RAIL FASTENING.

APPLICATION FILED SEPT. 26, 1907.



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UNITED STATES PATENT OFFICE.

PHILLIP REESER, OF ORANGEVILLE, ILLINOIS.

RAIL-FASTENING.

No. 895,893.

Specification of Letters Patent.

Patented Aug. 11, 1908.

Application filed September 26, 1907. Serial No. 394,676.

To all whom it may concern:

Be it known that I, PHILLIP REESER, a citizen of the United States, residing at Orangeville, in the county of Stephenson and State of Illinois, have invented certain new and useful Improvements in Rail-Fastenings, of which the following is a specification.

My invention relates to an improvement in rail fastenings, and the object is to prevent the rails from springing on the ties and lifting the securing means with them due to the vibration of the trains passing over them.

With the ordinary spike driven into a tie which projects over the flange of a rail, as the train moves over the rail at any rate of speed the rail has a tendency to spring or rise due to the vibration, and by my invention I overcome this difficulty and also prevent the rail coming loose from the tie, as the spike is pounded down due to the vibration of the rail.

The invention relates to certain other novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claims.

In the accompanying drawings:—Figure 1 is a perspective view. Fig. 2 is an end view. Fig. 3 is a view of each of the securing plates.

A, represents a metallic tie which can be made in any form, but I have shown it having its sides concave.

Plates 2, 2, are made to conform to the tie, and in this instance they are concave, to fit the concave surface of the tie. Along their upper edges, notches 3 are formed which extend beneath the flange of the rail and project inwardly up against the web thereby forming a strong hold. The plates have holes 4, 4, therein for bolts 5, 5, to pass through, which extend through the tie and are secured preferably by two nuts (not shown), for securely holding them to the tie.

Plates 8, 8, on the opposite side of the rail are similar to the plates 2, 2, with the exception that the upper portions extend higher up on the web of the rail, forming a bearing surface. Notches 9 are formed in the plates 8 and are adapted to receive the base flange of the rail therein. The notched portions of the plates 2, 2, are made smaller so that they will not interfere with the flange of the wheels of the rolling stock. These plates are secured to the tie by bolts 10, 10, as are the

plates 2, 2. The holes through the plates and tie for holding the plates in place are made a little larger than the bolts to allow for contraction and expansion.

The ends of the plates 8, 8, have recesses 11, 11, formed therein, and received in these recesses is a plate 12 and is held in engagement with the plates by means of a screw 14 which is screwed into the end of the tie thereby forcing the plates tightly against the rail and preventing any vibration.

In assembling the plates upon the tie for securing the rail, the plates 2, 2, are secured to the tie, and the projections extend up against the web of the rail; then the plates 8, 8, are loosely connected to the tie and the projections are forced against the web by means of the plate 12 being screwed against them until they are tight against the rail; then the nuts are screwed upon the bolts until the plates are rigid with the tie.

It is evident that slight changes might be made in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth, but:—

Having fully described my invention, what I claim as new and desire to secure by Letters Patent is:—

1. A rail fastening comprising a tie, plates secured to the tie, notches in the plates for the reception of the base flange of the rail and the plates adapted to bear against the web of the rail whereby the rail is rigidly held to the tie, and means for forcing the plates against the rail.

2. A rail fastening comprising a tie, plates secured to the tie, notches in the plates for the reception of the base flange of the rail and the plates adapted to bear against the web of the rail whereby the rail is rigidly held to the tie, one set of plates having notches formed in the rear ends, a plate received in the last named notches and means engaging the plate for forcing the plates against the rail.

In testimony whereof I affix my signature in presence of two witnesses.

PHILLIP REESER.

Witnesses:

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